

The Competences of Maritime Pilots within the Europass system

As illustrated in Part 1 of this Manual, the Europass Curriculum Vitae is a standardised model that allows the description of individual competences, knowledge and skills on the basis of a pan European format. This tool is used either for applying for a job, in the individual's own Country or within the EU or else it is used for the application to career development courses. The ECV is a personal tool that the individual compiles autonomously or with the support of specialised personnel.

The ECV adopts innovative options and characteristics that are more likely to match the requirement of the labour market as well as the development of formal, non-formal and informal education.

Firstly, ECV is not only focused on the path that the individual has done but the competences that the person acquired through various types of experience and that can have a value in the labour market. The key element is therefore the set of resources that each individual has and can offer while the occasions, experiences through which such resources have been developed, are included as supporting information to better define the quality and level of the declared competence.

Secondly, ECV allows for the inclusion and enhancement of all types of learning, particularly through experience in non-formal and informal contexts, which complement the competences developed within the formal education. This is also a consequence of a competence-based approach focused on the abilities and capabilities of the individual rather than on the type of career undertaken.

Thanks to the compilation of ECV it is possible to have a common European language for employers, professional development centres, job seekers, professionals, which is focused on the characteristics and abilities of the individual.

In the context of the CERTIPILOT project, the ECV is particularly relevant for the identification of Maritime Pilots' competences and the recognition of those skills and knowledge acquired through various forms of training. Moreover, the ECV and the application of the CERTIPILOT framework can be useful for Pilots' Organisations to take stock of the range of competences available within the team and possibly plan individual training paths.

The use of ECV for Pilots in relation to the enhancement of their individual resources makes it easier to:

- take stock of individual competences and skills and give them relevance for further education, training or for career development;
- easily link the training undertaken and the experience acquired with the related competences; and
- better identify the portfolio of competences of an individual or a group both for internal and external purposes.

Competences of the Maritime Pilots trained in Risk prevention and Environmental Protection reflected in the Europass CV

Below is an example of how the competences of the Maritime Pilots trained in Risk prevention and Environmental Protection can be reflected in the Europass CV:

Job related skills	<table border="1"><tr><td data-bbox="536 412 1431 517">Technical Competence in Risk prevention and Environmental Protection:</td></tr><tr><td data-bbox="536 517 1431 645">Able to give advice to the Captain to manoeuvre and handle the ship in emergency circumstances in his designated port/area</td></tr><tr><td data-bbox="536 645 1431 792">Able to give advice to the ship Captain in order to avoid and or minimise pollution in emergency circumstances in his designated port/area</td></tr><tr><td data-bbox="536 792 1431 943">Able to give advice to the ship Captain in order to avoid and or minimise pollution in emergency circumstances in his designated port/area</td></tr></table>	Technical Competence in Risk prevention and Environmental Protection:	Able to give advice to the Captain to manoeuvre and handle the ship in emergency circumstances in his designated port/area	Able to give advice to the ship Captain in order to avoid and or minimise pollution in emergency circumstances in his designated port/area	Able to give advice to the ship Captain in order to avoid and or minimise pollution in emergency circumstances in his designated port/area
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